

USS YORKTOWN CG-48
SEMAT II SHELL CONDITION
ASSESSMENT SURVEY
INTERIOR AREAS
12/02/01 TO 12/14/01



PREPARED BY SUPERVISOR
OF
SHIPBUILDING CONVERSION AND REPAIR
PORTSMOUTH VIRGINIA
12/13/01

14 December 2001
Serial # 1697BA-022


Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS YORKTOWN (CG-48) during the period of 3 December 2001 – 14 December 2001.

The survey was conducted by Francis J. (Joe) LaRock II, Certified Level 1 on 9 March 2001.

The instrument used was a Krautkramer Branson, Model DM2-TC

Serial Number:	00N3V8
Calibration Date:	22 February 2001
Probes Used:	TC 560 FH 2 E KBA 525

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.


Francis J. LaRock
Certified Level II
12/14/01

USS YORKTOWN (CG-48)

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USS YORKTOWN (CG-48)
SHELL CONDITION ASSESSMENT SURVEY, INTERIOR AREAS.

A SEMAT II UNDERWATER HULL AND SUPPORTING STRUCTURE SURVEY OF INTERIOR AREAS WAS CONDUCTED ON BOARD **USS YORKTOWN** FROM 12/03/01 TO 12/14/01 AT NAVAL STATION PASCAGOULA, PASCAGOULA, MISSISSIPPI.

THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH HULL STRUCTURE MRC 1102 USING A DELMHORST BD 2100 MOISTURE METER AND A KRAUTKRAMER BRANSON MODEL DM2TC ULTRASONIC TEST INSTRUMENT SERIAL NO.00NV8 CALIBRATION DUE DATE 02/22/02.THE PROBES USED WERE KRAUTKRAMER BRANSON'S TC/560, FH2E AND KBA 525.

THE MOST CRITICAL AREAS NOTED WERE THE CORRODED STRINGERS IN AUXILIARY MACHINERY ROOM NO.1, MAIN ENGINE ROOM NO'S 1 AND 2,THE THINNING SHELL PLATE IN MAIN ENGINE ROOM NO.2, AND THE THINNING TANK TOP /DECK IN THE DOME EQUIPMENT ROOM.

THE SURVEY RESULTS SECTION CONTAINS A TABLE OF UNSATISFACTORY AREAS WITH THE (JSN'S) FROM THIS SURVEY AND (CSMP JSN'S) PREVIOUSLY SUBMITTED. A MATERIAL CONDITION ANALYSIS FORM (MCA) WAS SUBMITTED FOR AREAS WHERE NO WORK WAS REQUIRED.

HISTORIC AREAS OF CORROSION ON **(CG-47)** CLASS SHIPS WERE INSPECTED AND NOTED THE FOLLOWING MATERIAL ASSESSEMENT FORMS, PICTURE PAGES AND DRAWINGS ARE THE RESULTS OF THE SURVEY.

USS YORKTOWN (CG-48)

STRUCTURAL INSPECTION RESULTS

UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
(5-300-0-E) MAIN ENGINE ROOM 2 (JSN-A406)	PORT SIDE BETWEEN BHD (300) AND WF (332) 3rd & 4th STRINGERS UP FROM MARGIN PLATE AFT OF BHD (300)	APPROXIMATELY 48 LF OF DETERIORATED STRINGERS / SHELL IS THINNING AT VERTICAL WELD SEAM 4' AFT OF BHD (300) VERTICAL STIFFENERS ARE DETERIORATED OUTBOARD OF HALON BOTTLE STATION.
(5-300-0-E) MAIN ENGINE ROOM 2 (JSN-A375)	STBD SIDE BETWEEN BHD (300) WEB FRAME (324) FROM MARGIN PLATE TO (24 X 8 T-BEAM)	APPROXIMATELY 50 SF OF STRINGERS AND SHELL PLATE HAVE TRAPPED WATER AND CORROSION
(5-220-0-E) AUXILIARY MACHINERY ROOM 1 (JSN-A378)	PORT SIDE UPPER LEVEL 2ND STRINGER FROM DECK BETWEEN WEB FRAMES (236-244) OUTBOARD OF CHW TANKS (1 & 2) / 1ST & 2ND STRINGERS UP FROM DECK OUTBOARD OF A/C PLANT # 2	APPROXIMATELY 20 LF OF DETERIORATED / HOLED STRINGERS
(5-220-0-E) AUXILIARY MACHINERY ROOM 1 (JSN-A377)	STBD SIDE / UPPER LEVEL. FOUNDATION OF A/C PLANT NO. 1 INBOARD AFT CORNER	APPROXIMATELY 2 SF OF DETERIORATED / HOLED A/C PLANT FOUNDATION.
(5-174-0-E) MAIN ENGINE ROOM 1 (CSMP / JSN-3812)	STBD SIDE, LOWER LEVEL “CONDENSATE CORNER” 2ND, 3RD, 5TH, & 6TH STRINGERS BETWEEN BHD (220) AND WEB FRAME (212)	APPROXIMATELY 32 LF OF HOLED AND DETERIORATED STRINGERS
(5-174-0-E) MAIN ENGINE ROOM 1 (JSN-A372)	PORT SIDE BETWEEN WF (204-196), FROM MARGIN PLATE UP TO 4TH STRINGER, OUTBOARD OF MAIN ENGINE BLEED AIR PIPING	APPROXIMATELY 30 SF OF HEAVY RUST AND PAINT SEPARATION
(5-138-0-E) SEWAGE PLANT NO. 1 / FORWARD PUMP ROOM. (JSN-A352)	STBD SIDE 2ND STRINGER UP FROM MARGIN PLATE APPROX 2 FT FWD OF WEB FRAME (146) & PORT SIDE 1ST AND 2ND STRINGERS UP FROM MARGIN PLATE AT WEB FRAME (146) & APPROX 4 FT AFT OF BHD (138)	APPROXIMATELY 16 LF OF 1ST & 2ND STRINGERS PORT SIDE. APPROXIMATELY 8 LF OF 2ND STRINGER ON STBD SIDE ARE HOLED
(5-138-0-E) SEWAGE PLANT NO.1 / FORWARD PUMP ROOM (JSN-A351)	PORT AND STBD BILGE POCKETS, F/O TANK TOP (6-138-1-F) & PIT SWORD AREA	APPROXIMATELY 128 SF OF SURFACE RUST AND PAINT SEPARATION.

USS YORKTOWN (CG-48)

STRUCTURAL INSPECTION RESULTS

UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
(5-34-0-Q) FORWARD EDUCTOR ROOM (JSN-A457)	ENTIRE SPACE	APPROXIMATLY 30 SF OF RUST AND PAINT SEPARATION.
(4-58-0-Q) DOME EQUIPMENT ROOM (CSMP / JSN-2409)	TANK TOP/DECK UNDER COOLING SKID, AROUND EDUCTOR PIT.	THINNING TANK TOP UNDER COOLING SKID AROUND EDUCTOR PIT, CORRODED WEB ON VERTICAL STIFFENER OUTBOARD OF TANK FILTER (A-F-114)
(3-426-1-E) GENERATOR ROOM NO. 3 (JSN-A410)	STBD SIDE, BETWEEN BHD (426) AND WEB FRAME (440) MARGIN PLATE TO 1 ST STRINGER	APPROXIMATELY 90 SF OF RUST AND PAINT SEPARATION.

USS YORKTOWN (CG-48) STRUCTURAL INSPECTION RESULTS

SATISFACTORY AREAS

LOCATION	SPACE DESIGNATION	MCA SUBMITTED
(3-28-0-Q)	SONAR ROOM NO.1	YES
(3-58-1-M)	WHITE PHOSPHOROUS MAGAZINE NO. 1	YES
(3-58-2-M)	WHITE PHOSPHOROUS MAGAZINE NO. 2	YES
(3-62-0-M)	PROJECTILE MAGAZINE NO.1	YES
(3-81-1-M)	POWDER MAGAZINE NO.1	YES
(3-81-2-M)	POWDER MAGAZINE NO.2	YES
(3-94-0-Q)	GMLS UTILITY STOREROOM	YES
(3-127-0-Q)	I/C ROOM NO. 1	YES
(3-127-2-L)	PASSAGEWAY	YES
(3-127-2-T)	TRUNK	YES
(3-138-3-L)	PASSAGEWAY	YES
(3-138-6-L)	PASSAGEWAY	YES
(3-146-0-L)	CREW BERTHING	YES
(3-260-0-A)	SUPPLY DEPT STOREROOM	YES
(3-260-2-Q)	SNAP II COMPUTER CENTRAL	YES
(3-346-0-L)	CREW BERTHING	YES
(3-382-2-A)	STOREROOM	YES
(3-393-2-Q)	400 MHz CONVERTER	YES
(3-426-2-A)	ORDENANCE EQUIPMENT STOREROOM	YES
(3-440-2-A)	STOREROOM	YES
(3-482-0-M)	5" / 54 PROJECTILE MAGAZINE NO. 2	YES
(3-491-1-M)	W/P PROJECTILE MAGAZINE NO. 3	YES
(3-491-2-M)	W/P PROJECTILE MAGAZINE NO. 4	YES
(3-494-0-M)	5" / 54 POWDER MAGAZINE NO. 3	YES
(4-28-0-T)	ACCESS TRUNK	YES
(4-34-0-Q)	SONAR EQUIPMENT ROOM NO.3	YES
(5-260-01-E)	AUXILIARY MACHINERY ROOM NO.2	YES
(6-346-0-Q)	SHAFT ALLEY / SEWAGE PLANT NO. 2	YES
(6-464-4-K)	FLAMMABLE STORAGE	YES
(6-464-3-Q)	HPAC ROOM	YES
(6-476-1-A)	SPECIAL CLOTHING ISSUE ROOM	YES
(6-485-2-A)	STOREROOM	YES
(6-488-3-A)	REEL STOREROOM NO. 1	YES
(6-506-0-E)	STEERING GEAR ROOM	YES

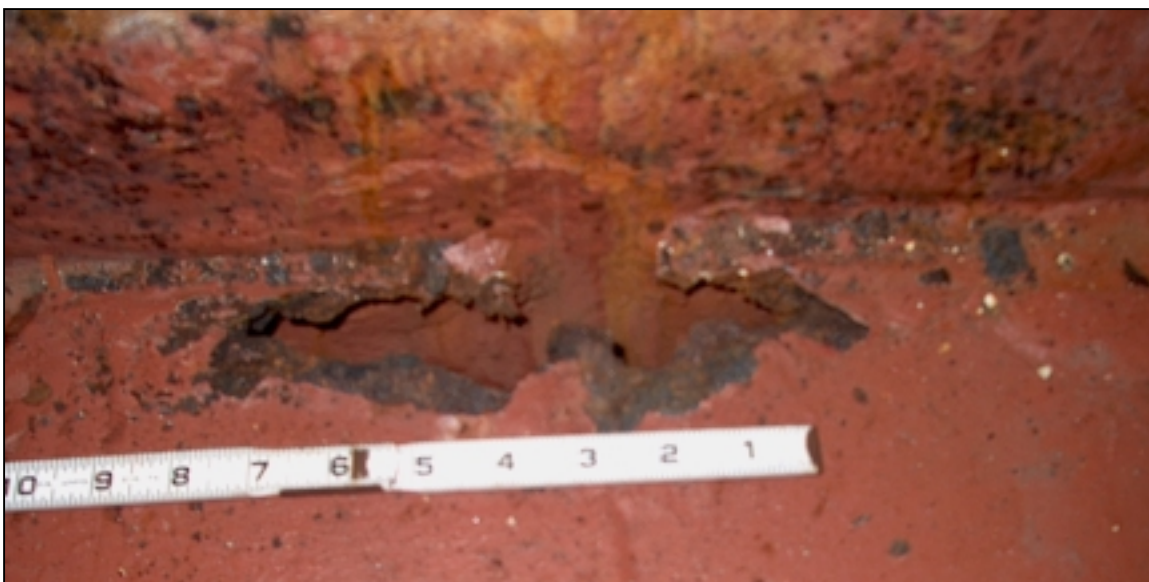
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWS 11011	EIC A100	APL X-SYSTEMS	RIN 9B0DG
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-300-0-E	WORK CENTER ERO1	JSN A406
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 800	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:PORT SIDE (5-300-0-E) MAIN ENGINE ROOM 2 LOWER LEVEL					
3 RD & 4 TH STRINGERS FROM MARGIN PLATE BETWEEN BHD (300) AND WEB FRAME (316) ARE DETERIORATED. APPROX 32 LF. 3 RD & 4 TH					
STRINGERS BETWEEN WEB FRAME (324-332) OUTBOARD OF HALON STATION ARE DETERIORATED APPROXIMATELY 16 LF.					
3 VERTICAL STIFFENERS (6 X 4 T-BEAM) OUTBOARD OF HALON STATION ARE DETERIORATED FROM 3 RD STRINGER TO APPROX 1'					
ABOVE 4 TH STRINGER APPROXIMATELY 9 LF TOTAL. SHELL IS THINNING AT VERTICAL WELD SEAM APPROX 4' AFT BHD (300)					
RECOMMENDED REPAIRS:					
RECOMMEND REPAIR ACTIVITY: CUT OUT 3 RD & 4 TH STRINGERS FROM BHD (300) TO WEB FRAME (316) 32 LF. CUT OUT 3 RD & 4 TH STRINGERS					
BETWEEN WEB FRAMES (324-332) 16 LF REPLACE WITH (10 X 4 X 11.55 T-BEAM). CUT OUT 3 VERTICAL STIFFENERS FROM 3 RD STRINGER TO					
APPROXIMATELY 1' ABOVE 4 TH STRINGER. APPROXIMATELY 9 LF, REPLACE WITH (6 X 4 T-BEAM), RECOMMEND REPLACING APPROX 8 SF OF					
SHELL PLATE AT VERTICAL WELD SEAM FROM 2 ND STRINGER TO 4 TH STRINGER (.375 PLATE). PERFORM NDT, PRIME AND PAINT					
REPAIRS TO BE ACCOMPLISHED DURING DRYDOCK AVAILABILITY.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY: SHELL IS THINNING AT VERTICAL WELD SEAM 4 FT AFT OF BHD (300)				TEST#	
3 RD & 4 TH STRINGERS ARE DETERIORATED FROM BHD (300) TO WEB FRAME (332)				MRC 1102/1	
ROOT CAUSE/AMPLIFICATION:				STEP#	
H1				1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
FIRST CONTACT BAILEY	RATE DC1	SECOND CONTACT WATSON	RATE HT1	PHONE	
ASSESSOR / ACT / TECH ID#			TD	TL	LOGISTICIAN
J. LaROCK/ T. ILGENFRITZ			QED SYSTEMS INC.	TSP	

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL



“CONDENSATE CORNER” LOOKING FORWARD AT BHD (300), DETERIORATED STRINGERS WERE FOUND IN THIS AREA.



4TH STRINGER FROM MARGIN PLATE APPROXIMATELY 4' AFT OF BHD (300).

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL



3RD STRINGER FROM MARGIN PLATE APPROXIMATELY 4' AFT OF BHD (300)



4TH STRINGER FROM MARGIN PLATE AT WEB FRAME (308)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL

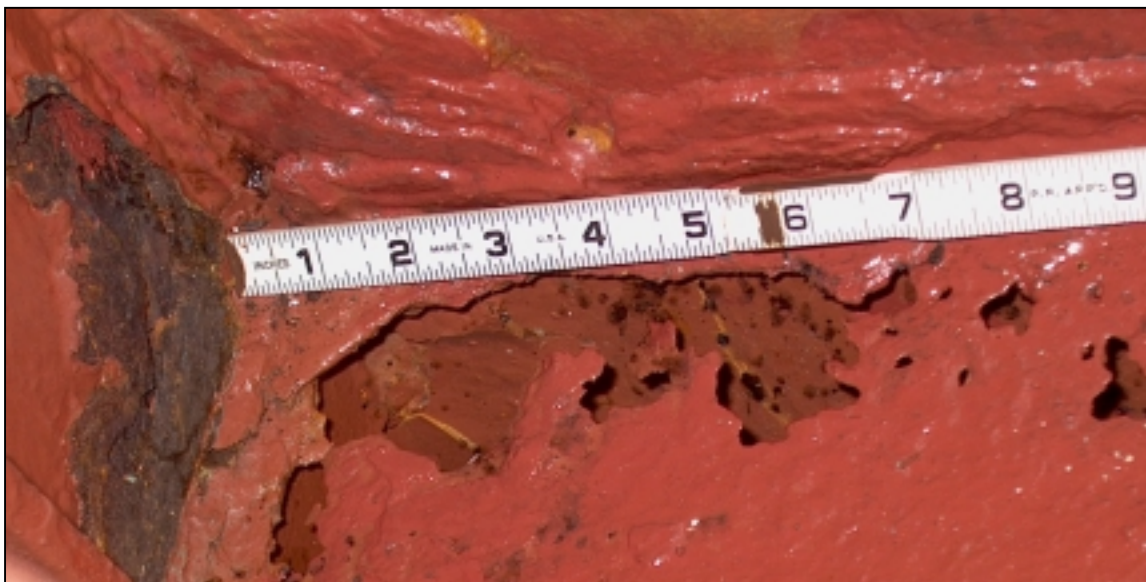


3RD STRINGER FROM MARGIN PLATE AT WEB FRAME (308), WEB IS DETERIORATING AT WEEP HOLE.

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL

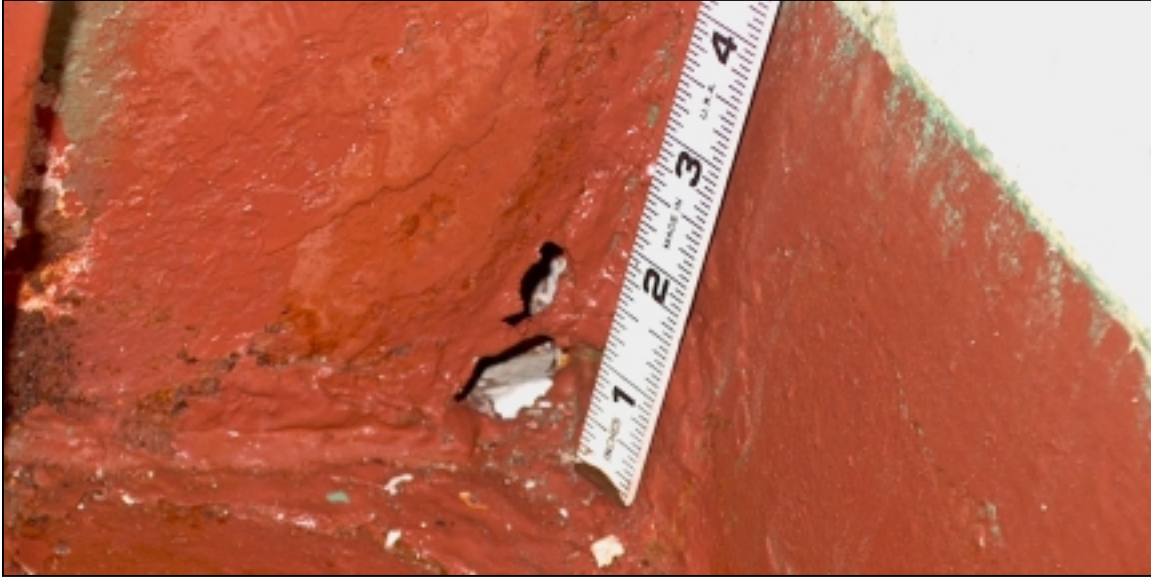


HALON BOTTLE STATION BETWEEN WEB FRAMES (324-332), DETERIORATED STRINGERS WERE FOUND OUTBOARD OF BOTTLES.



3rd STRINGER FROM MARGIN PLATE APPROXIMATELY 3' AFT OF WEB FRAME (324)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL



TOP PICTURE VERTICAL STIFFENER (6 X 4 T-BEAM) APPROXIMATELY 3' AFT OF WEB FRAME (324).

BOTTOM PICTURE VERTICAL STIFFENER APPROXIMATELY 6' AFT OF WEB FRAME (324). ALL THREE VERTICAL STIFFENERS BETWEEN WEB FRAMES (324-332) FROM 3RD STRINGER TO APPROXIMATELY 1' ABOVE 4TH STRINGER ARE DETERIORATED.



USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL



3RD STRINGER FROM MARGIN PLATE APPROXIMATELY 3' FORWARD OF WEB FRAME (332)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
PORT SIDE / LOWER LEVEL “CONDENSATE CORNER”

WEB FRAME (316)		BULKHEAD (300)		
4 TH STRINGER	<div><div></div><div>Δ .375</div><div></div></div>	<div><div></div><div>.387Δ</div><div></div></div>	<div><div></div><div>Δ .354</div><div></div></div>	<div><div></div><div>.393Δ</div><div></div></div>
	<div><div></div><div>Δ .379</div><div></div></div>	<div><div></div><div>.288Δ</div><div></div></div>	<div><div></div><div>Δ .379</div><div></div></div>	<div><div></div><div>.385Δ</div><div></div></div>
3 RD STRINGER	<div><div></div><div>Δ .389</div><div></div></div>	<div><div></div><div>.299Δ</div><div></div></div>	<div><div></div><div>Δ .334</div><div></div></div>	<div><div></div><div>.373Δ</div><div></div></div>
	<div><div></div><div>SHELLPLATE ABOVE WELD SEAM DESIGN THICKNESS .375 MINIMUM .282 BELOW WELD SEAM DESIGN THICKNESS .500 MINIMUM .375</div><div></div></div>	<div><div></div><div>.367Δ</div><div></div></div>	<div><div></div><div>Δ .363</div><div></div></div>	<div><div></div><div>.391Δ</div><div></div></div>
2 ND STRINGER	<div><div></div><div>.495Δ</div><div></div></div>	<div><div></div><div>Δ .466</div><div></div></div>	<div><div></div><div>.503Δ</div><div></div></div>	
	<div><div>J. LaROCK / T. ILGENFRITZ QED SYSTEMS INC. 12/07/01</div></div>			

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN 9B0DG
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-300-0-E	WORK CENTER ERO1	JSN A375
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (5-300-0-E) MAIN ENGINE ROOM 2 LOWER LEVEL					
2 ND STRINGER FROM MARGIN PLATE (24 X 8 T-BEAM) BETWEEN BHD (300) AND WEB FRAME (324) HAS TRAPPED WATER					
SURFACE RUST AND HEAVY PAINT SEPARATION. APPROXIMATELY 50 SF.					
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE CLEAN AREA TO BARE METAL APPROXIMATELY 50 SF. PRIME AND PAINT					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY: TRAPPED WATER / CORROSION ON 2 ND STRINGER BETWEEN BHD (300) & WEB FRAME (324)				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMEMCLATURE		QTY	NSN	COST
1					
2					
3					
4					
FIRST CONTACT BAILEY	RATE DC1	SECOND CONTACT WATSON	RATE HT1	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN TSP

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
STARBOARD SIDE / LOWER LEVEL



HEAVY PAINT SEPARATION ON SHELL AND 2ND STRINGER (24 X 8 T-BEAM)
APPROXIMATELY 4' FWD OF WEB FRAME (324).



TRAPPED WATER , HEAVY PAINT SEPARATION ON 2ND STRINGER BETWEEN WEB FRAMES
(308-316).

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 2 (5-300-0-E)
STARBOARD SIDE / LOWER LEVEL



TRAPPED WATER AND CORROSION ON 2ND STRINGER BETWEEN BHD (300) AND WEB
FRAME (308).

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN 9B0GD
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-220-0-E	WORK CENTER ERO1	JSN A378
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 800	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:PORT SIDE (5-220-0-E) UPPER LEVEL AMR 1					
2 ND STRINGER FROM DECK BETWEEN WEB FRAMES (236-244) OUTBOARD OF CHW EXPANSION TANKS 1 & 2 IS SEVERELY DETERIORATED.					
1 ST AND 2 ND STRINGER FROM DECK OUTBOARD OF A/C PLANT NO. 2 APPROXIMATELY 4' FWD OF BHD (260) ARE HOLED.					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, REMOVE CHW TANKS 1 & 2 FROM THEIR FOUNDATIONS, CUT OUT 2 ND STRINGER FROM DECK FROM WEB FRAME (236-244) APPROXIMATELY 8 LF; REPLACE WITH (10 X 4 X 11.55 T-BEAM), REPLACE TANKS. CUT OUT 1 ST AND 2 ND STRINGER FROM BHD (260) TO APPROXIMATELY 6' FWD EACH, 12' TOTAL. REPLACE WITH (10 X 4 X 11.55 T-BEAM). PERFORM NDT, PRIME AND PAINT AREAS DISTURBED BY REMOVALS. INSIDE / OUTSIDE OF HULL. WORK TO BE ACCOMPLISHED DURING DRYDOCK AVAILABILITY.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY: STRINGERS ARE DETERIORATED FROM WEB FRAME (236) TO BHD (260), PORT SIDE. U/L				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BAILEY	RATE DC1	SECOND CONTACT WATSON		RATE HT1	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/T.ILGENFRITZ			QED SYSTEMS INC.	TD	LOGISTICIAN
			TL		TSP

USS YORKTOWN (CG-48)
AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL

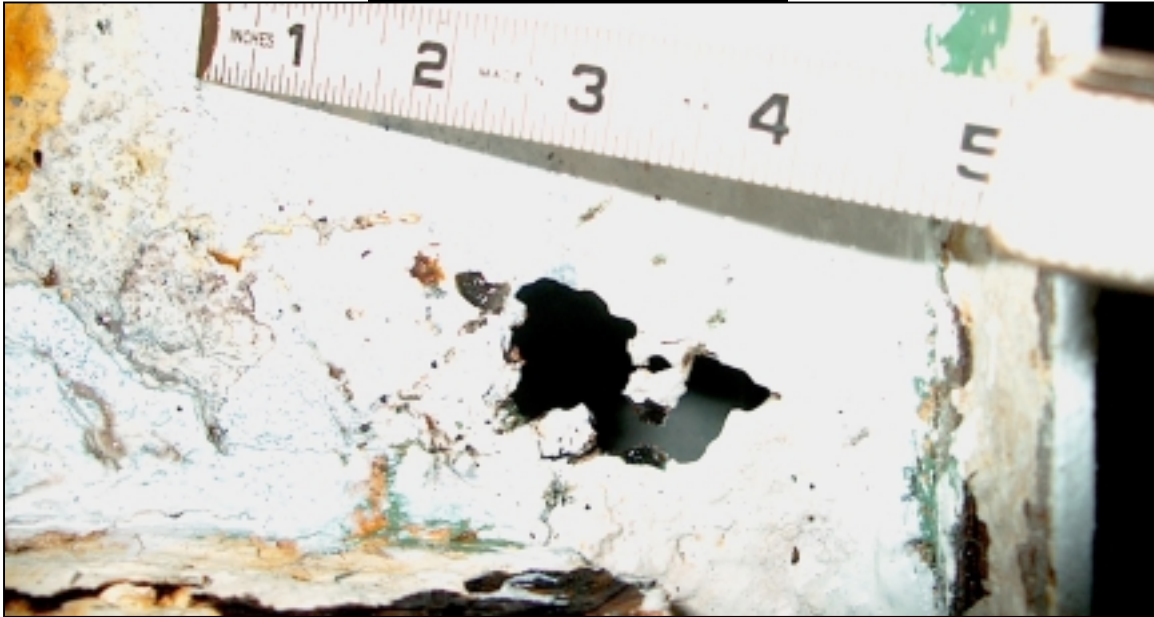


CHILLED WATER EXPANSION TANKS 1 & 2 AT WEB FRAME (236). DETERIORATED STRINGERS WERE DISCOVERED OUTBOARD OF TANKS.

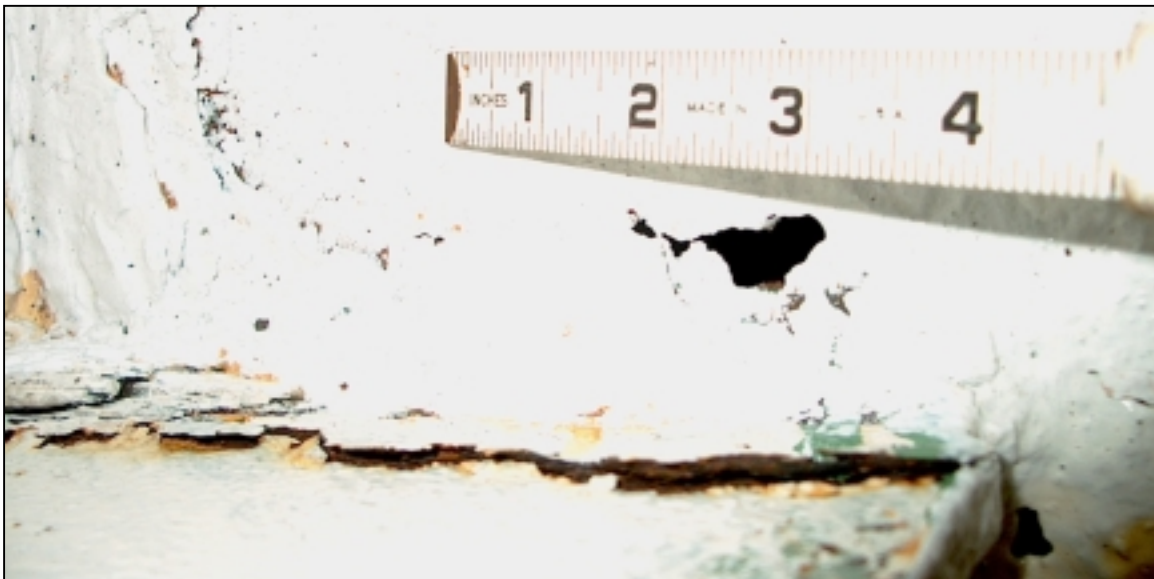


2ND STRINGER FROM DECK APPROXIMATELY 2' AFT OF WEB FRAME (236)
ENTIRE WEB IS GONE.

USS YORKTOWN (CG-48)
AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL



2ND STRINGER FROM DECK APPROXIMATELY 2' FWD OF WEB FRAME (244).

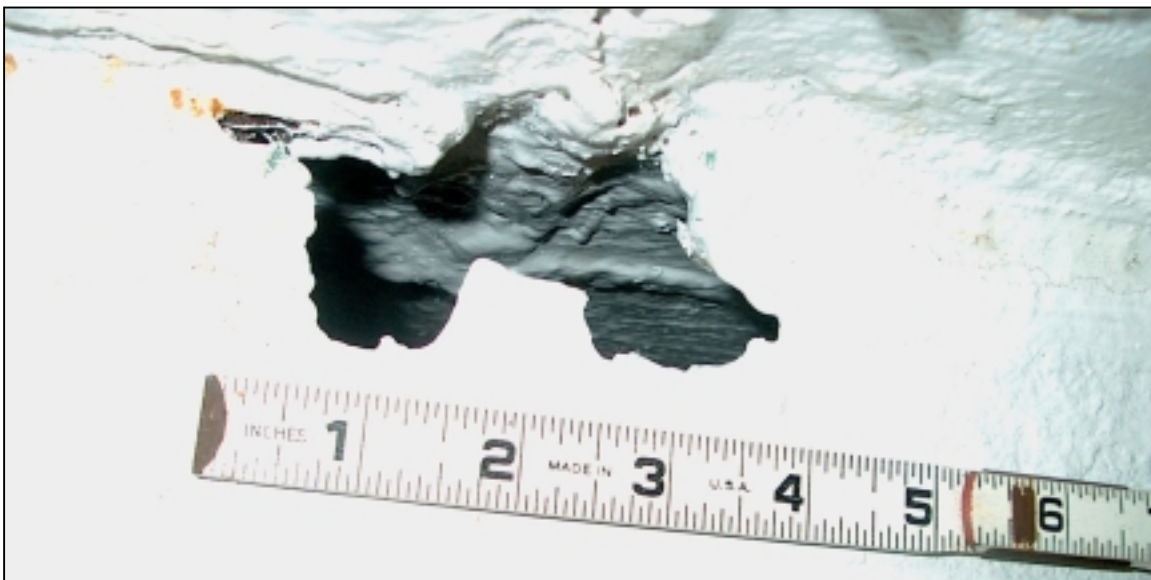


2ND STRINGER FROM DECK APPROXIMATELY 2' FWD OF WEB FRAME (244), INSIDE
SUPPORT BRACKETS FOR NO. 2 CHILLED WATER EXPANSION TANK.

USS YORKTOWN (CG-48)
AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL



A/C PLANT NO. 2 AND SHELL PLATE AT BHD (260). 1ST AND 2ND STRINGERS FROM DECK ARE HOLED APPROXIMATELY 4' FORWARD OF BHD (260).



2ND STRINGER FROM DECK APPROXIMATELY 4' FORWARD OF BHD (260).

USS YORKTOWN (CG-48)
AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL



1ST STRINGER FROM DECK APPROXIMATELY 4' FORWARD OF BHD (260).

MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS		RIN 9B0GD	
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 5-220-0-E	WORK CENTER ERO1	JSN A377	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 2	MAN HRS REMAINING 100		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:PORT SIDE (5-220-0-E) UPPER LEVEL AMR 1 FOUNDATION							
INBOARD AFT CORNER OF A/C PLANT NO. 1 IS DETERIORATED WHERE IT MEETS THE DECK							
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CUT OUT APPROXIMATELY 2 SF OF FOUNDATION PLATE, REPLACE WITH .375 MILD STEEL, PRIME AND PAINT.							
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128							
CSMP SUMMARY: A/C PLANT NO. 1 INBOARD AFT CORNER FOUNDATION DETERIORATED						TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1						STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:							
PART NO.	NOMEMCLATURE			QTY	NSN		COST
1							
2							
3							
4							
5							
6							
FIRST CONTACT BAILEY	RATE DC1	SECOND CONTACT WATSON		RATE HT1	PHONE		
ASSESSOR / ACT / TECH ID# J. LaROCK/T.ILGENFRITZ				TD	TL	LOGISTICIAN	TSP

USS YORKTOWN (CG-48)
AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL



A/C PLANT NO. 1 INBOARD AFT CORNER FOUNDATION IS DETERIORATED WHERE IT MEETS THE DECK



USS YORKTOWN (CG-48)

THE FOLLOWING PICTURE PAGES
AND DRAWINGS ARE WORK ITEMS
THAT WERE PREVIOUSLY ENTERED
INTO THE CONTROLLED SHIPS
MAINTAINANCE PROGRAM
(CSMP)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 1 (5-174-0-E)
STARBOARD SIDE



“CONDENSATE CORNER” AT BHD (220)



HOLE IN WEB OF 5TH STRINGER FROM MARGIN PLATE APPROXIMATELY 4' FORWARD OF BHD (220). (CSMP/JSN-3812)

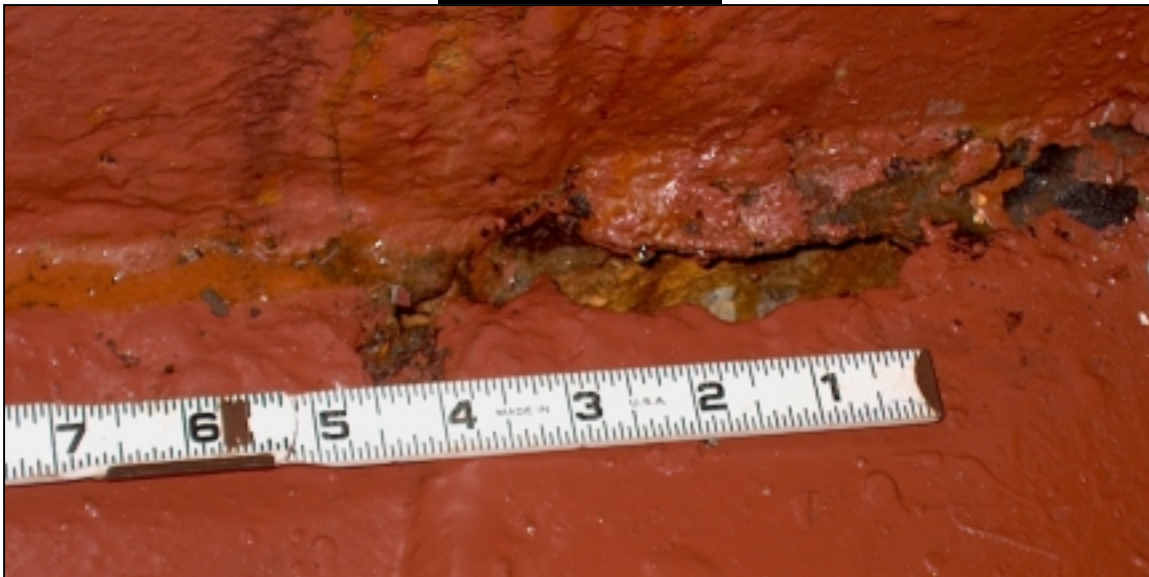
USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 1 (5-174-0-E)
STARBOARD SIDE



HOLES IN WEB OF 6TH STRINGER FROM MARGIN PLATE BETWEEN BHD (220) AND WEB FRAME (212). (CSMP/JSN-3812)



USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 1 (5-174-0-E)
STARBOARD SIDE



2ND STRINGER FROM MARGIN PLATE AT WEB FRAME (212)
(CSMP/JSN-3812)



HOLE IN WEB OF 3RD STRINGER FROM MARGIN PLATE AT WEB FRAME (212)
(CSMP/JSN-3812)

MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS YORKTOWN (CG-48)				
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWS 11011	EIC A100	APL X-SYSTEMS		RIN 9B0GD		
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 5-174-0-E	WORK CENTER ERO1	JSN A372		
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC	
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY			
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE			
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (5-174-0-E) MAIN ENGINE ROOM 1								
BETWEEN WEB FRAMES (196-204) FROM THE MARGIN PLATE UP TO THE 4 TH STRINGER OUTBOARD OF MAIN ENGINE BLEED								
AIR PIPING. APPROXIMATELY 30 SF OF HEAVY RUST AND PAINT SEPARATION. U/T READINGS ARE								
WITHIN THE 25% WASTAGE CRITERIA. SEE DRAWING.								
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE CLEAN TO BARE METAL APPROXIMATELY 30 SF OF AREA, PRIME AND PAINT								
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128								
CSMP SUMMARY: CORROSION ON SHELL & STRINGERS BETWEEN WEB FRAMES (196-204) PORT SIDE.					TEST# MRC 1102/1			
ROOT CAUSE/AMPLIFICATION: H1					STEP# 1,2,3,4 & 5			
SYSTEM LEVEL IMPACT:								
PART NO.	NOMENCLATURE			QTY	NSN		COST	
1								
2								
3								
4								
5								
6								
FIRST CONTACT BAILEY		RATE DC1	SECOND CONTACT WATSON		RATE HT1	PHONE		
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.				TD	TL	LOGISTICIAN	TSP	

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 1 (5-174-0-E)
PORT SIDE



BLEED AIR PIPING BETWEEN WEB FRAMES (196-204). HEAVY CORROSION AND PAINT SEPARATION WAS DISCOVERED OUTBOARD OF PIPING.



3RD STRINGER UP FROM MARGIN PLATE AT WEB FRAME (196)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO. 1 (5-174-0-E)
PORT SIDE



2ND STRINGER UP FROM MARGIN PLATE BETWEEN WEB FRAMES (196-204)



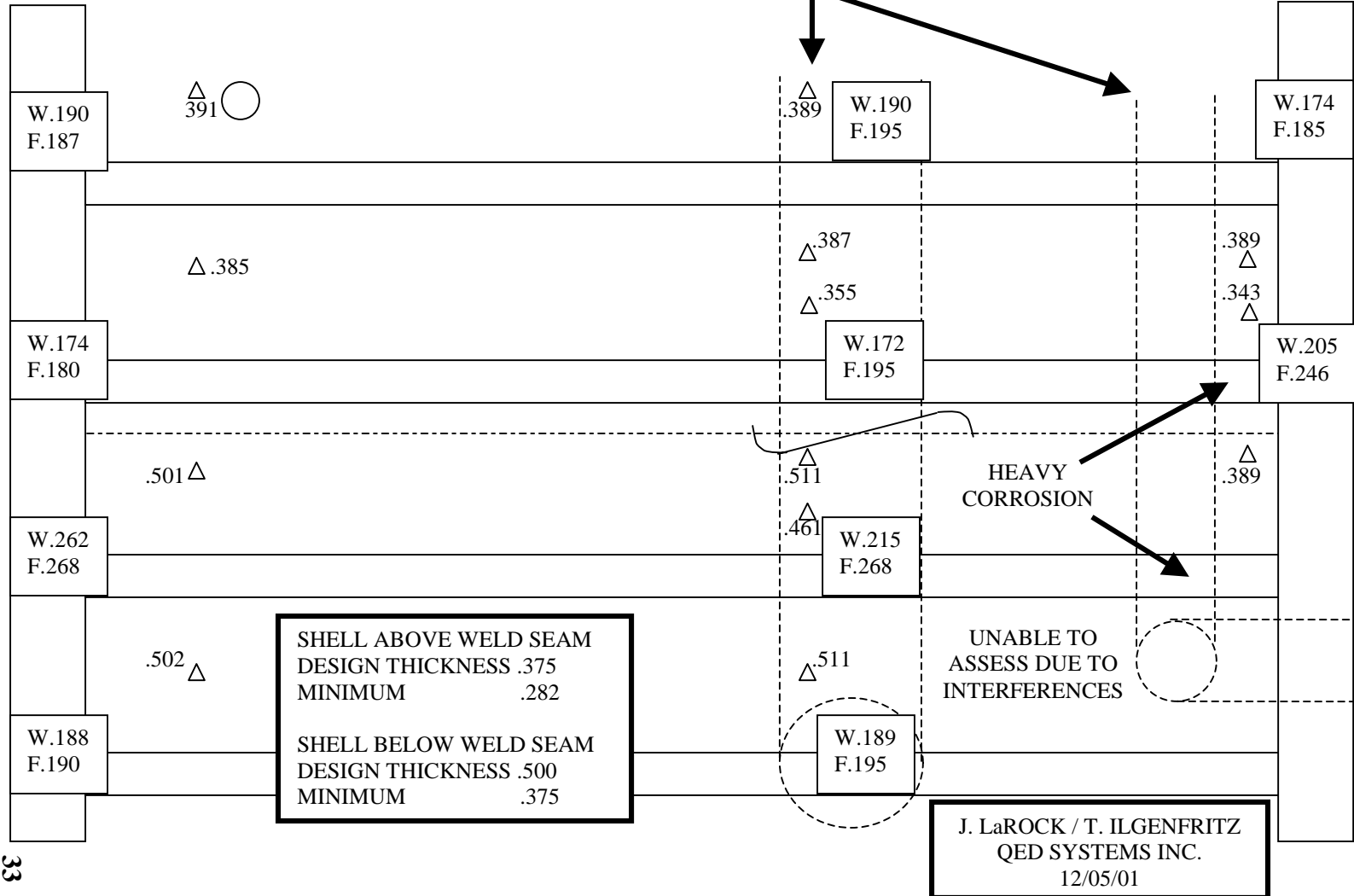
2ND STRINGER FROM MARGIN PLATE LOOKING FORWARD AT WEB FRAME (196)

USS YORKTOWN (CG-48)
MAIN ENGINE ROOM NO.1 (5-174-0-E)
PORT SIDE

WEB FRAME 204

BLEED AIR PIPING

WEB FRAME 196



MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN 9B0GD
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-138-0-E	WORK CENTER ERO1	JSN A362
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 600	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: FWD PUMP ROOM/SEWAGE PLANT NO.1 (5-138-0-E)					
STBD SIDE 2 ND STRINGER FROM MARGIN PLATE IS HOLED APPROX. 2FT. FWD OF WEB FRAME (146). PORT SIDE 1 ST STRINGER FROM MARGIN PLATE IS HOLED AT WEB FRAME (146) AND APPROX. 4FT AFT OF BHD (138). 2 ND STRINGER FROM MARGIN PLATE IS HOLED APPROX. 4FT AFT OF BHD (138) AND AT WEB FRAME (146)					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY CUTOUT APPROX. 8LF OF 1 ST & 2 ND STRINGERS PORT SIDE 16LF TOTAL AND 8LF OF 2 ND STRINGER STBD SIDE. REPLACE WITH 10X4X11.55 T-BEAM 24 LF TOTAL PRIME AND PAINT AREAS DISTURBED BY REMOVALS INSIDE AND .OUTSIDE OF HULL. REPAIRS TO BE ACCOMPLISHED DURING DRYDOCK AVAILABILITY.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY: 1 ST & 2 ND STRINGERS PORT SIDE & 2 ND STRINGER STARBOARD SIDE ARE HOLED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BAILEY		RATE DC1	SECOND CONTACT WATSON		RATE HT1
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ		QED SYSTEMS INC.		TD	LOGISTICIAN
				TL	TSP

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
STARBOARD SIDE



2ND STRINGER FROM MARGIN PLATE AT WEB FRAME (146)
IS HOLED.



2ND STRINGER FROM MARGIN PLATE VIEW FROM BELOW

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
STARBOARD SIDE

BHD (138)

WEB FRAME (146)

BHD (154)

W.253
F.256

W.258
F.258

W.258
F.242

W.253
F.260

△ .498	△ .488	.494 △	△ .500
△ .489	△ .475	.492 △	△ .499
W.236 F.254		W.260 F.251	W.260 F.265
			W.260 F.263
△ .500	△ .494	.498 △	△ .501
	SHELL PLATE DESIGN .500 MINIMUM .375		
△ .493	△ .499	.487 △	△ .501
△ .403	△ .392	.378 △	△ .392
	MARGIN PLATE F/O TANK (5-138-1-F)		
△ .406	△ .406	.406 △	△ .402
			.400 △

36

J.LAROCK/T.ILGENFRITZ
QED SYSTEMS INC.
12/04/01

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
PORT SIDE

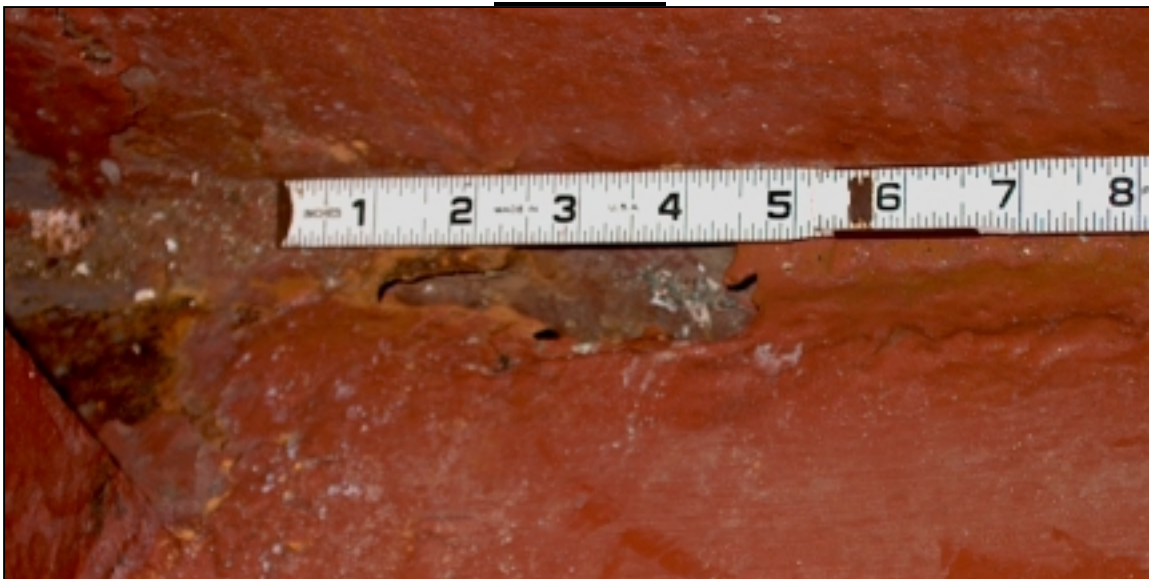


CORRODED STRINGERS FOUND IN THIS AREA



1ST STRINGER FROM MARGIN PLATE AT WEB FRAME (146) IS HOLED

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
PORT SIDE

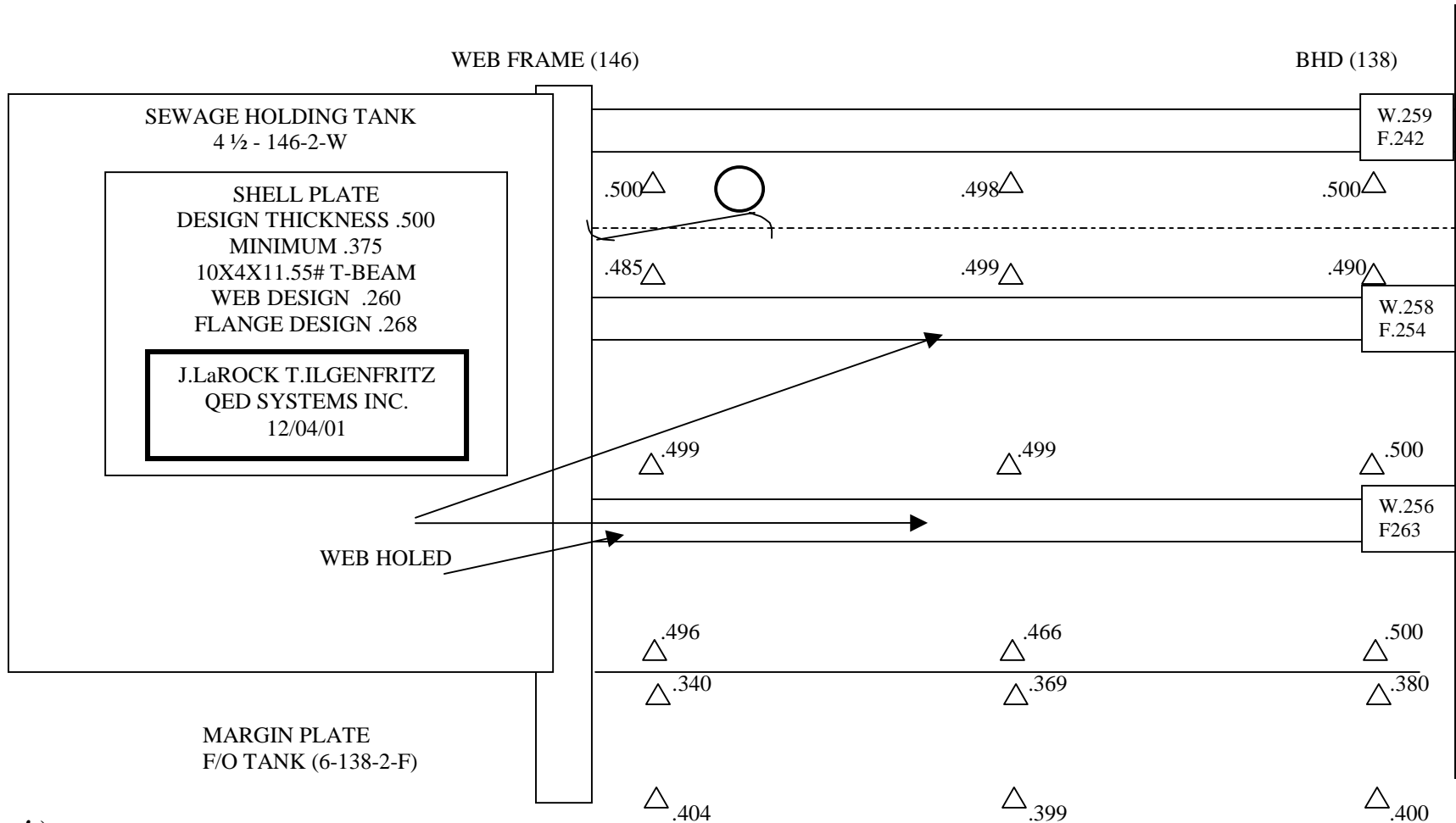


1ST STRINGER FROM MARGIN PLATE APPROXIMATELY 4 FT AFT OF BHD (138)



2ND STRINGER FROM MARGIN PLATE APPROXIMATELY 4 FT AFT OF BHD (138)

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
PORT SIDE



MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS YORKTOWN (CG-48)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWS 11011	EIC A100	APL X-SYSTEMS	RIN 9B0GD
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-138-0-E	WORK CENTER ERO1	JSN A361
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		4. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		4. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
4. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	4. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: FWD PUMP ROOM/SEWAGE PLANT NO.1 (5-138-0-E)					
PORT SIDE BILGE POCKET BETWEEN WEB FRAME (146)&BHD (154) APPROX.48 SF OF RUST AND PAINT SEPARATION, STBD SIDE BILGE					
POCKET BETWEEN BHDS(138-154) APPROX.20 SF OF RUST AND PAINT SEPARATION.CENTER LINE APPROX.60 SF OF HEAVY					
PAINT SEPARATION ON F/O TANK (6-138-1-F) AND APPROX.20 SF OFRUST &PAINT SEPARATION IN PIT SWORD AREA.					
RECOMMENDED REPAIRS:RECOMMEND SHIPS FORCE CLEAN PORT &STBD BILGE POCKETS ,TANK TOP(6-138-1-F) AND PIT SWORD AREA					
TO BARE METAL,PRIME AND PAINT APPROX.128 SF TOTAL.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY:CORROSION IN PORT&STBD BILGE POCKETS,ON F/O TANK TOP (6-138-1-F) AND PIT SWORD AREA.				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMEMCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BAILEY	RATE DC1	SECOND CONTACT WATSON	RATE HT1	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN
					TSP

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
CENTER LINE



PIT SWORD AREA CORROSION ON INBOARD SIDE OF F/O TANK (6-138-2-F)

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
CENTER LINE



F/O TANK (6-138-1-F)



PAINT FAILURE ON TOP OF F/O TANK (6-138-1-F)

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
PORT SIDE



CORROSION ON SHELL PLATE UNDERNEATH SEWAGE HOLDING TANK 4 ½ -146-2-W

USS YORKTOWN (CG-48)
FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)
STARBOARD SIDE



TYPICAL VIEW OF BILGE POCKET, HEAVY PAINT SEPARATION AND CORROSION.

MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS YORKTOWN (CG-48)						
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWS 11011		EIC A100		APL X-SYSTEMS		RIN 9B0GD		
EQUIPMENT NAME HULL STRUCTURE 1102XY			IDENT/SERIAL N/A		LOCATION 5-34-0-Q		WORK CENTER ERO1		JSN A457	
EQUIPMENT STATUS			PROBLEM STATUS			CATEGORY			EOC	
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD			1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS			1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9	
TYPE/AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SWL		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02		1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE		1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 2		MAN HRS REMAINING 100		COMPLETED ACTION TAKEN			S/F MANHOURS		PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL				1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION				1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE		
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (5-34-0-Q) FORWARD EDUCTOR ROOM APPROXIMATELY 30 SF OF SURFACE RUST.										
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE CLEAN AREA TO BARE METAL, PRIME AND PAINT										
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128										
CSMP SUMMARY: APPROXIMATELY 30 SF OF SURFACE RUST IN EDUCTOR ROOM								TEST# MRC 1102/1		
ROOT CAUSE/AMPLIFICATION: H1								STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IMPACT:										
PART NO.		NOMEMCLATURE				QTY	NSN		COST	
1										
2										
3										
4										
5										
6										
FIRST CONTACT BAILEY		RATE DC1		SECOND CONTACT WATSON			RATE HT1		PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.					TD	TL		LOGISTICIAN		TSP

USS YORKTOWN (CG-48)
FORWARD EDUCTOR ROOM (5-34-0-Q)



ENTRANCE TO FORWARD EDUCTOR ROOM.



SURFACE RUST IN EDUCTOR ROOM

USS YORKTOWN (CG-48)

THE FOLLOWING PICTURE PAGES
AND DRAWINGS ARE WORK ITEMS
THAT WERE PREVIOUSLY ENTERED
INTO THE CONTROLLED SHIPS
MAINTAINANCE PROGRAM
(CSMP)

USS YORKTOWN (CG-48)
DOME EQUIPMENT ROOM (4-58-0-Q)

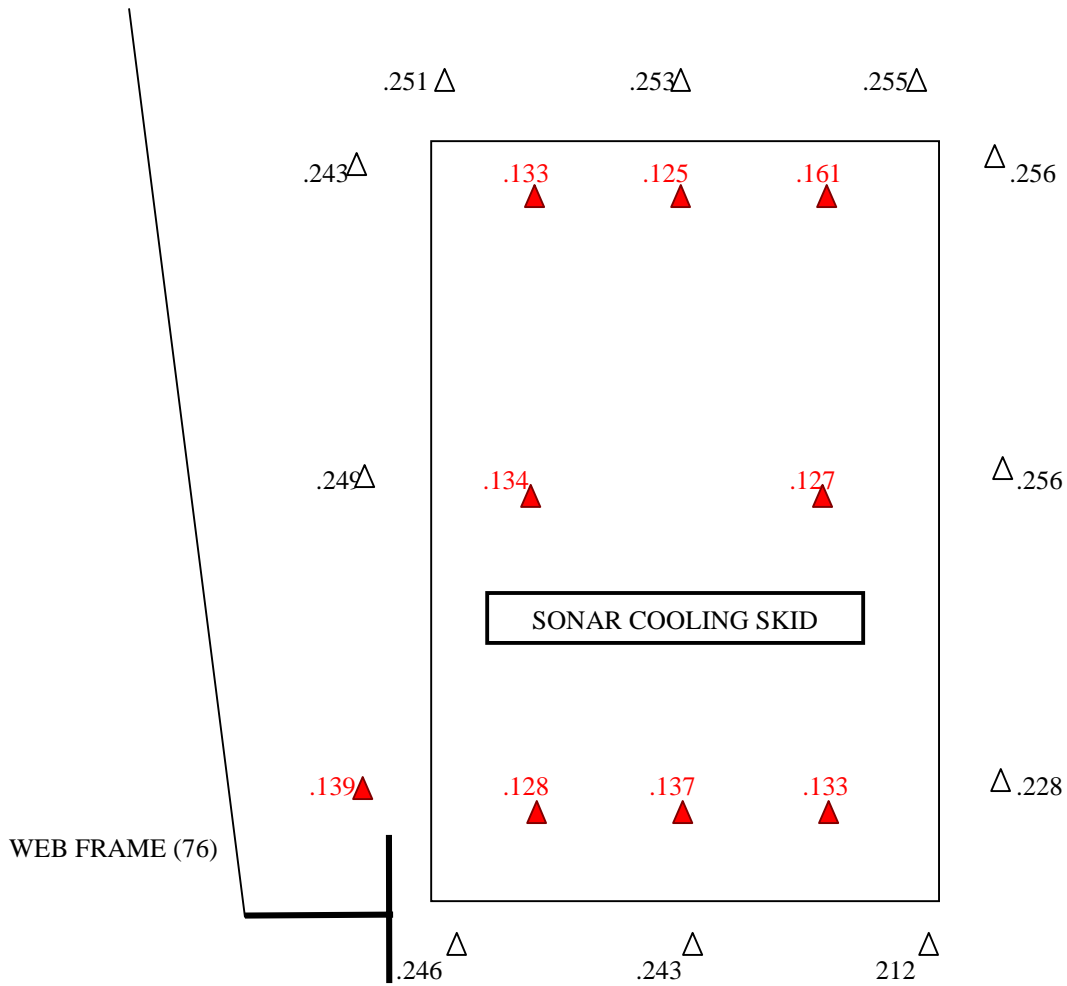


CORROSION AND LOW U/T READINGS WERE FOUND UNDER SONAR COOLING SKID (HD-1074). ARROW INDICATES EDUCTOR PIT WHERE LOW U/T READINGS WERE ALSO TAKEN. SEE DRAWING. (CSMP JSN-2409)



TANK TOP (DEWATERING VOID 6-58-1-V) UNDERNEATH SONAR COOLING SKID

USS YORKTOWN (CG-48)
DOME EQUIPMENT ROOM (4-58-0-Q)



TANK TOP / DECK
 DESIGN THICKNESS .250
 MINIMUM .187

J.LaROCK / T. ILGENFRITZ
 QED SYSTEMS INC
 12/10/01

USS YORKTOWN (CG-48)
DOMES EQUIPMENT ROOM (4-58-0-Q)



HEAVY DETERIORATION AROUND EDUCTOR OPENING LOW U/T READINGS WERE
RECORDED IN THIS AREA. (CSMP / JSN-2409)



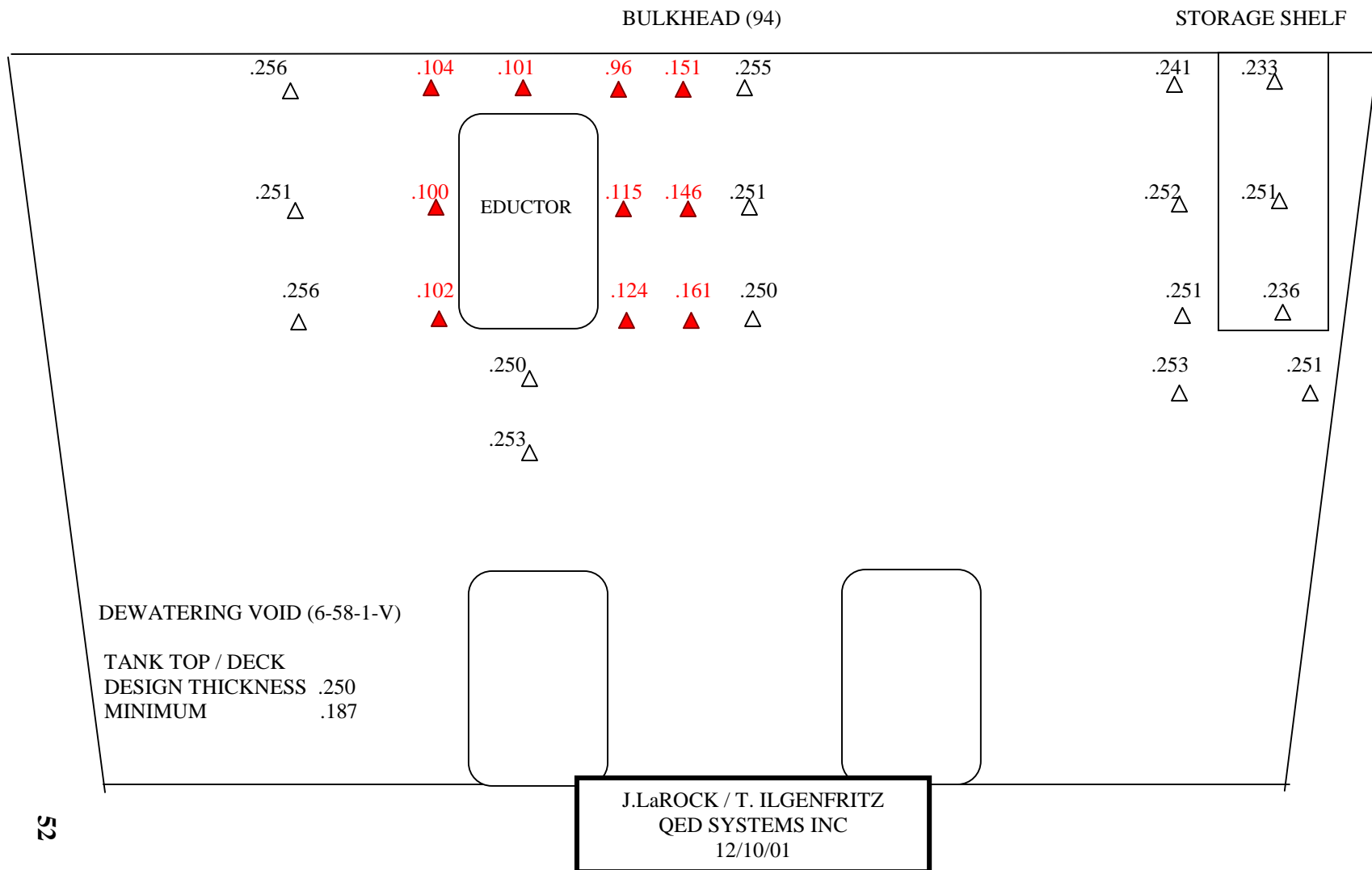
USS YORKTOWN (CG-48)
DOM E EQUIPMENT ROOM (4-58-0-Q)



TANK FILTER (A-F-114). CORRODED WEB IN 5 X 4 VERTICAL STIFFENER APPROXIMATELY
10 FORWARD OF BHD (94)
(CSMP / JSN-2409)



USS YORKTOWN (CG-48)
DOM E EQUIPMENT ROOM (4-58-0-Q)



MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP			
		USS YORKTOWN (CG-48)			
SYSTEM		ESWS	EIC	APL	RIN
SHELL & SUPPORTING STRUCTURE 110		11011	A100	X-SYSTEMS	9B0GD
EQUIPMENT NAME		IDENT/SERIAL	LOCATION	WORK CENTER	JSN
HULL STRUCTURE 1102XY		N/A	3-426-1-E	ERO1	A410
EQUIPMENT STATUS		PROBLEM STATUS			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS			1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED
TYPE/AVAILABILITY		WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY BY 02/01/02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE
MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	PRIORITY
2		100			
SAFETY HAZARD:		COMPLETED ACTION TAKEN			PRIORITY
1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (3-426-1-E) GAS TURBINE GENERATOR ROOM NO.3					
BETWEEN BHD (426) AND WEB FRAME (440), APPROXIMATELY 90 SF OF BILGE POCKET AND MARGIN PLATE UP TO 1 ST STRINGER HAS LIGHT					
CORROSION AND PAINT SEPARATION.					
RECOMMENDED REPAIRS:					
RECOMMEND SHIPS FORCE CLEAN BILGE AREA UP TO AND INCLUDING 1 ST STRINGER TO BARE METAL, PRIME AND PAINT					
APPROXIMATELY 90 SF.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2166, TPOC: M. MELVIN (757) 396-4001 EXT 2128					
CSMP SUMMARY:				TEST#	
BILGE POCKET AND UP TO 1 ST STRINGER HAS LIGHT CORROSION AND PAINT SEPARATION.				MRC 1102/1	
ROOT CAUSE/AMPLIFICATION:				STEP#	
H1				1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE			QTY	NSN
1					
2					
3					
4					
5					
6					
FIRST CONTACT		RATE	SECOND CONTACT		PHONE
BAILEY		DC1	WATSON		HT1
ASSESSOR / ACT / TECH ID#			TD	TL	TSP
J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.					

USS YORKTOWN (CG-48)
GAS TURBINE GENERATOR ROOM NO. 3 (3-426-1-E)



BILGE POCKET BETWEEN BHD (426) AND WEB FRAME (434)



1ST STRINGER FROM MARGIN PLATE AT WEB FRAME (434)

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
2½ -10-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
2½ -20-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
3-28-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-62-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-81-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-81-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-94-0-M <u>3-94-0-Q</u> <u>ON (CG-48)</u>	N	N	N	N	100% ASSESSABLE
3-127-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-127-2-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-3-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-6-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-146-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-245-2-Q <u>DOES NOT EXIST ON (CG-48)</u>	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-0-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-346-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-1-A <u>3-382-2-A ON (CG-48)</u>	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-393-4-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-426-1-E	Y	Y	Y	STBD SHELL AND BILGE AREA	SPACE 100% ASSESSABLE
3-426-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-442-2-A <u>3-440-2-A ON (CG-48)</u>	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-482-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-491-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-491-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-494-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
4-28-0-T	Y	N	Y	N	SPACE 100% ASSESSABLE
4-34-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-58-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-78-1-A <u>DOES NOT EXIST ON (CG-48)</u>					
4-78-2-A <u>DOES NOT EXIST ON (CG-48)</u>					

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-E-0-V	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-34-0-Q	Y	Y	Y	ENTIRE BILGE AREA	SPACE 100% ASSESSABLE
5-128-0-V	Y	N	Y	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-138-0-E	Y	Y	Y	FOUNDATIONS IN BILGE AREA, PITSWORD FR (144) PORT SIDE	SPACE 100% ASSESSABLE
5-162-1-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-162-2-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-174-0-E	Y	Y	Y	TANK TOP IN WAY OF ACOUSTIC TILES. LL STBD SIDE STIFFNERS FROM TANK TOP UP TO BOTTOM SIDE OF U/L GRATING.	SPACE 100% ASSESSABLE
5-174-0-E	Y	Y	Y	EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-174-1-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-220-0-E	Y	Y	Y	L/L TANK TOP. U/L UNDER A/C UNITS. EQUIPMENT FOUNDATIONS IN BILGE AREA. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE
5-260-0-E	Y	Y	Y	LOWER PORTION OF ESCAPE TRUNK BHDS. FOUNDATIONS IN BILGE AREA. ENTIRE TANK TOP IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL	SPACE 100% ASSESSABLE
5-300-0-E	Y	Y	Y	L/L PORT SIDE STIFFNERS FROM THE TANK TOP UP TO THE BOTTOM SIDE OF THE U/L GRATING. TANK TOP IN WAY OF ACOUSTIC TILES. EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6½ -2-0-Q	N	N	N	N	UNASSESSABLE
6-8-0-T	N	N	N	N	GAS FREE REQUIRED
6½-11-0-V	N	N	N	N	GAS FREE REQUIRED
6-28-0-T	N	N	N	N	GAS FREE REQUIRED
6-34-0-V	N	N	N	N	GAS FREE REQUIRED
6-138-1-F	N	N	N	N	GAS FREE REQUIRED
6-138-2-F	N	N	N	N	GAS FREE REQUIRED
6-174-1-F	N	N	N	N	GAS FREE REQUIRED
6-174-2-F	N	N	N	N	GAS FREE REQUIRED
6-201-2-V	N	N	N	N	GAS FREE REQUIRED
6-202-2-V	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-204-2-V	N	N	N	N	GAS FREE REQUIRED
6-214-1-W	N	N	N	N	GAS FREE REQUIRED
6-216-2-V	N	N	N	N	GAS FREE REQUIRED
6-218-1-W	N	N	N	N	GAS FREE REQUIRED
6-220-1-F	N	N	N	N	GAS FREE REQUIRED
6-220-2-W	N	N	N	N	GAS FREE REQUIRED
6-220-3-F	N	N	N	N	GAS FREE REQUIRED
6-220-4-F	N	N	N	N	GAS FREE REQUIRED
6-260-1-F	N	N	N	N	GAS FREE REQUIRED
6-260-2-F	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-272-1-F	N	N	N	N	GAS FREE REQUIRED
6-272-2-F	N	N	N	N	GAS FREE REQUIRED
6-298-2-W	N	N	N	N	GAS FREE REQUIRED
6-300-1-F	N	N	N	N	GAS FREE REQUIRED
6-300-2-F	N	N	N	N	GAS FREE REQUIRED
6-300-3-V	N	N	N	N	GAS FREE REQUIRED
6-306-1-V	N	N	N	N	GAS FREE REQUIRED
6-342-2-W	N	N	N	N	GAS FREE REQUIRED
6-344-2-W	N	N	N	N	GAS FREE REQUIRED
6-346-0-Q	Y	Y	Y	PAINT FAILURE,CORROSION OUTBOARD OF SHAFTS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-346-1-F	N	N	N	N	GAS FREE REQUIRED
6-346-2-F	N	N	N	N	GAS FREE REQUIRED
6-346-3-F	N	N	N	N	GAS FREE REQUIRED
6-346-4-F	N	N	N	N	GAS FREE REQUIRED
6-366-1-W	N	N	N	N	GAS FREE REQUIRED
6-366-2-W	N	N	N	N	GAS FREE REQUIRED
6-379-2-V	N	N	N	N	GAS FREE REQUIRED
6-382-1-F	N	N	N	N	GAS FREE REQUIRED
6-382-2-F	N	N	N	N	GAS FREE REQUIRED
6-382-3-F	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-382-4-F	N	N	N	N	GAS FREE REQUIRED
6-394-1-J	N	N	N	N	GAS FREE REQUIRED
6-394-2-J	N	N	N	N	GAS FREE REQUIRED
6-414-1-J	N	N	N	N	GAS FREE REQUIRED
6-414-2-J	N	N	N	N	GAS FREE REQUIRED
6-418-2-J	N	N	N	N	GAS FREE REQUIRED
6-426-1-F	N	N	N	N	GAS FREE REQUIRED
6-426-2-F	N	N	N	N	GAS FREE REQUIRED
6-464-1-F	N	N	N	N	GAS FREE REQUIRED
6-464-2-F	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-464-3-Q	Y	Y	Y	SHELL AND STIFFENERS AROUND H-PAC OVBD DISCHARGE	AREA 100% ASSESSABLE
6-464-4-K	N	N	N	N	AREA 100% ASSESSABLE
6-470-1-F	N	N	N	N	GAS FREE REQUIRED
6-470-2-F	N	N	N	N	GAS FREE REQUIRED
6-476-1-A	N	N	N	N	AREA 100% ASSESSABLE
6-476-2-A	N	N	N	N	AREA 100% ASSESSABLE
6-476-4-A	N	N	N	N	AREA 100% ASSESSABLE
6-485-2-A	N	N	N	N	AREA 100% ASSESSABLE
6-488-1-V	N	N	N	N	GAS FREE REQUIRED
6-488-2-V	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-488-3-A	N	N	N	N	100% ASSESSABLE
6-506-0-E	Y	Y	Y	N	AREA 100% ASSESSABLE